navigational aids has been initiated. Further development of new national waterways is subject to availability of funds.

(c) and (d) Techno-economic feasibility study with regard to rivers Godavari and Krishna has been conducted for development of canal system between Kakinada & Mercaunam integrated with Godavari and Krishna rivers. The study has shown that this waterway is technically and economically viable. So far as Narmada is concerned fresh Techno-Economic Feasibility studies are yet to be taken up for ascertaining feasibility of navigation.

Import of ships and vessels withot a licence

876. SHRI C. O. POULOSE: Will the Minister SHIPPING be pleased to state:

(a) whether Government have since permitted import of all types of ships and vessels without a licence;

(b) if so, the details thereof and the reasons therefor;

(c) whether there are guidelines which are required to be fulfilled for applying for registration of vessels; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (d) Yes, Sir. With the announcement of amendments in the "EXIM POLICY" effective from 1st April, 2001, the import of all types of Ships/vessels has been made without a licence on the basis of guidelines issued by the Ministry of Shipping. The Ministry issued the necessary guidelines on 15th June, 2001, indicating the procedure to be followed for import of all types of ships/vessels without licence detailed as annexed.

1. TECHNICAL CLEARANCE:

1.1 No prior technical clearance is required for vessels below 25 years of age. The vessels, on arrival in India, will be surveyed at the time of registration by the Principal Officer, Mercantile Maritime Department (PO, MMD), to ensure that the vessel proposed to be

acquired by the compoany is classified with one of the IACS member (including Associate Member) classification societies and complies with statutory requirements of Director General of Shipping DG(S) and IMO Conventions/Protocols requirements ratified by India. In case the vessel is found to be deficient in any respect, the owner should obtain the concurrence of DG(S) for exemption from such rule requirements before regsitering the vessel.

1.2 DG(S), on request from an interested party, may provide a check list of IMO conventions/regulations/protocols and other statutory requirements/pre-requisites of Indian Maritime Administration for registering the vessel/ship under Indian flag.

1.3 Prior technical clearance would be required for vessels of and above 25 years of age. The vessels, on arrival in India, would be surveyed by P.O. MMD and deficiency, if any, removed before Registration.

2. PRICE REASONABLENESS:

2.1 No price reasonableness certificate will be required for import of vessels.

3. ACQUISITION OF VESSELS UNDER BAREBOAT CHARTER-CUM-DEMISE (BBCD) ARRANGEMENT

(i) Technical clearance: As per para 1 above.

(ii) No price reasonableness certificate is required. However, interest margin on rental payments will be verified by ICICI.

(iii) The charter period of the vessel will be for a maximum period of 5 years.

(iv) The rental agreement will come into force after the RBI takes it on record.

4. Ship Acquisition Licensing Committee (SALC) constituted vide the then Ministry of Surface Transport's O.M. No. SW/MDO/ 111/86 dated 1st April, 1987 stands abolished.